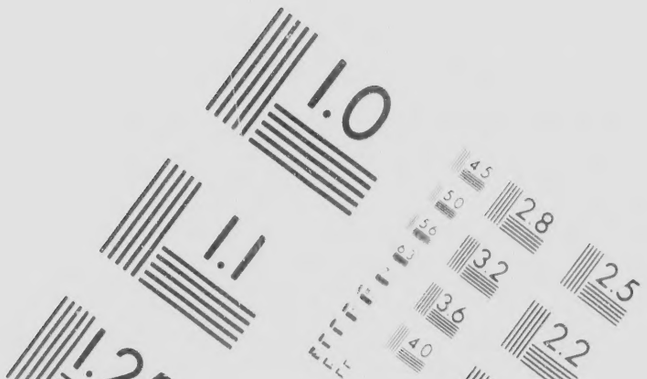

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(CIRCULAR

Sir,

I now proceed to give some additional instruc
bargo Act of the 25th instant.

The fourth, fifth, seventh, twelfth, fourteenth,
nature, or do not relate to your duties.

The Comptroller will give special instructions r
tions. I will only observe that great caution will be
eighth section; and that the thirteenth gives no add
board vessels going to other districts, articles of don
instead of being obliged to unlade them in conformi
12th March last.

Vessels may in relation to the embargo laws, be

1. Vessels owned by foreigners in whole or i
These were already forbidden to take any cargo or
of the last law altogether forbidden to go from one p
in the same.

2. Boats or vessels exempted by the second sect
the obligation of giving any bond whatever under th
by the last act.

3. Vessels whose employment is confined to the
lakes within the jurisdiction of the United States, a
employed in any foreign trade. The first, third an
instant, relate to vessels of that description. In orc
first section may be attended with as little inconve
whenever necessary, to appoint temporary inspectors
manifests of the cargo, to grant clearances, and also
goes brought from other districts. Duplicates of th
the collector or surveyor, in order to be signed by hi
district from which the cargo was imported. They
or surveyor, the manifests of cargoes exported from
certificates of landing, will shew whether the parties
ostensible port of destination. It may not be necessa
should actually be present when the cargo is landed:
root, take as evidence of the fact, a certificate to [illegible]

IRCULAR.)

TREASURY DEPARTMENT,

APRIL 28TH, 1808.

nal instructions respecting the Supplementary Em-

urteenth, and fifteenth sections, either are of a local

tru tions respecting the eighth and thirteenth sec-
on will be necessary to prevent abuses under the
es no additional privilege but that of keeping on
les of domestic produce lader before the embargo,
conformity with the 3d section of the act of the

o laws, be arranged under four classes.
hole or in part, or sailing under a foreign flag.
cargo or specie, and they are by the ninth section
rom one port of the United States, to another port

econd section of the act of 12th March last, from
under the embargo laws. These are not affected

ined to the navigation of bays, sounds, rivers and
States, and which give a general bond no. to be
, third and tenth sections of the act of the 25th
n. In order that the obligation imposed by the
inconvenience as possible, you will be pleased,
inspectors at proper places, with power to receive
, and also to give certificates of the landing of car-
ates of those certificates should by them be sent to
ned by him and transmitted to the collector of the
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rted from the district. These compared with the
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s landed: they may, in such cases as you will di-

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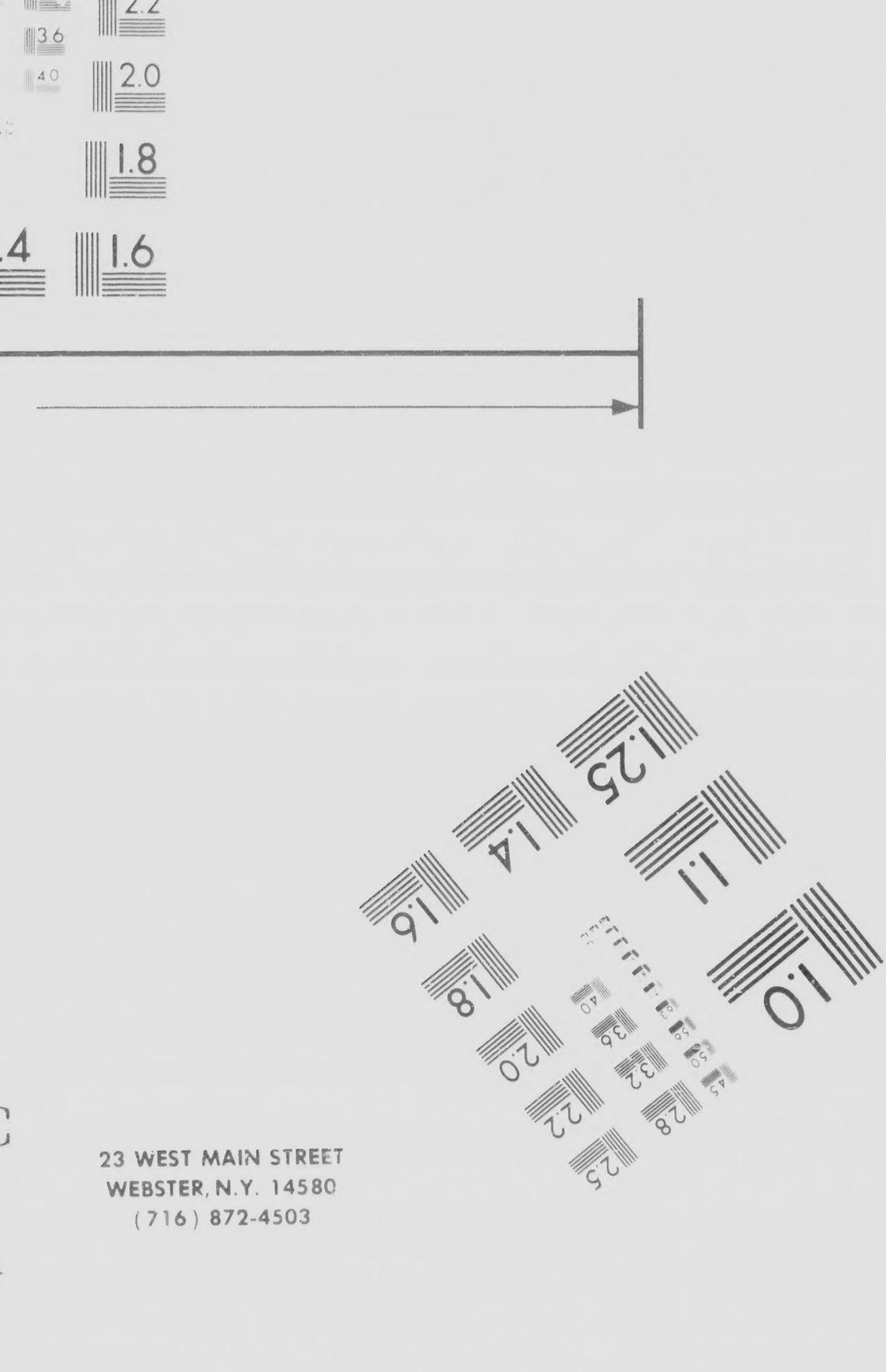

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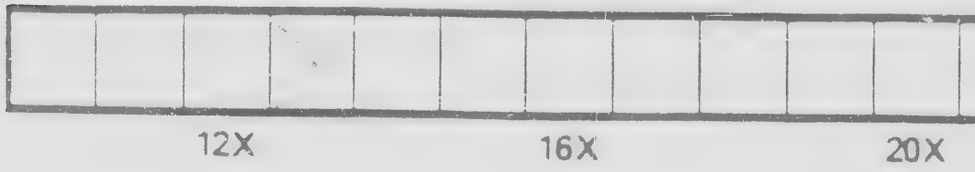

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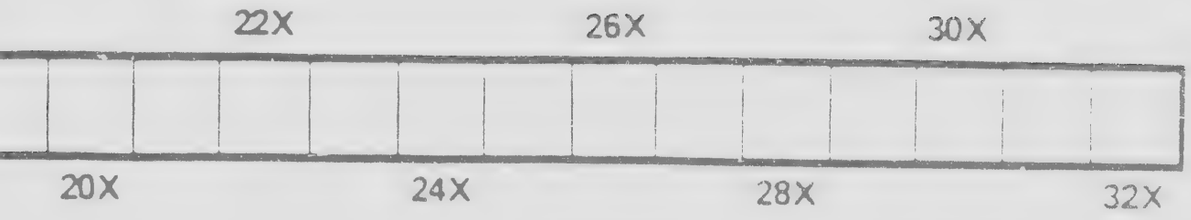

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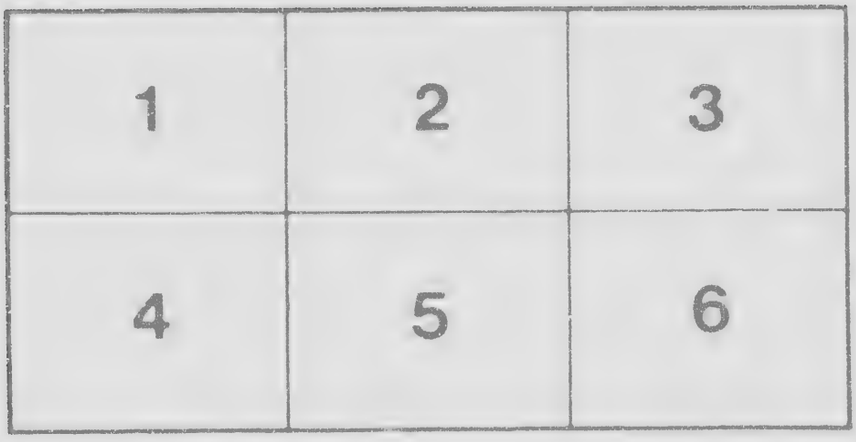

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Whenever necessary, to appoint temporary inspectors, manifests of the cargo, to grant clearances, and also t goes brought from other districts. Duplicates of the the collector or surveyor, in order to be signed by hi district from which the cargo was imported. They or surveyor, the manifests of cargoes exported from certificates of landing, will shew whether the parties ostensible port of destination. It may not be necessa should actually be present when the cargo is landed: rect, take as evidence of the fact, a certificate from a also be situations, where such evidence may be recei an inspector. You will, upon the whole, in those dist adjacent districts in the same bay or river, and where every facility which is not inconsistent with the provis fee for a clearance, provided by the tenth section, app and will, it is presumed, be amply sufficient to comp ed from the obligation of giving any bond are, as we from the operation of those three sections.

4. All other vessels owned by citizens of the Un give, on each voyage, a special bond for the landing give the bond (D.) formerly transmitted. The secon sels, and requires no explanation.

The sixth section of the act forbids the departu President, of any vessel having a cargo on board, to a foreign nation. Exclusively of the districts on the munication from your district, there are but four of t Maine, St. Mary's in Georgia, Mobile or Fort Sto The President hereby permits all vessels bound to th had been previously announced, to sail with su ca day on which you will receive this letter, and to take any foreign articles. But this permission does not ex per to detain under the authority vested by the eleve for the shipment of other additional articles on board ve all subsequent applications for permission to send ves and all applications for permission to send vessels to P be made through you; and you will transmit them fo ment, together with your opinion thereon, and such for the applications should in every instance state W tain, the tonnage of the vessel and the articles intend

The eleventh section of the act being intended embargo, the President confidently expects that it w gilance, and strictness: and as the decision, in all ca rest with him, it is proper to state what, in a genera afford sufficient causes for detention.

1. Direct evidence of any kind, arising either from the suggestions of others, and which ought alwa suffered to depart.

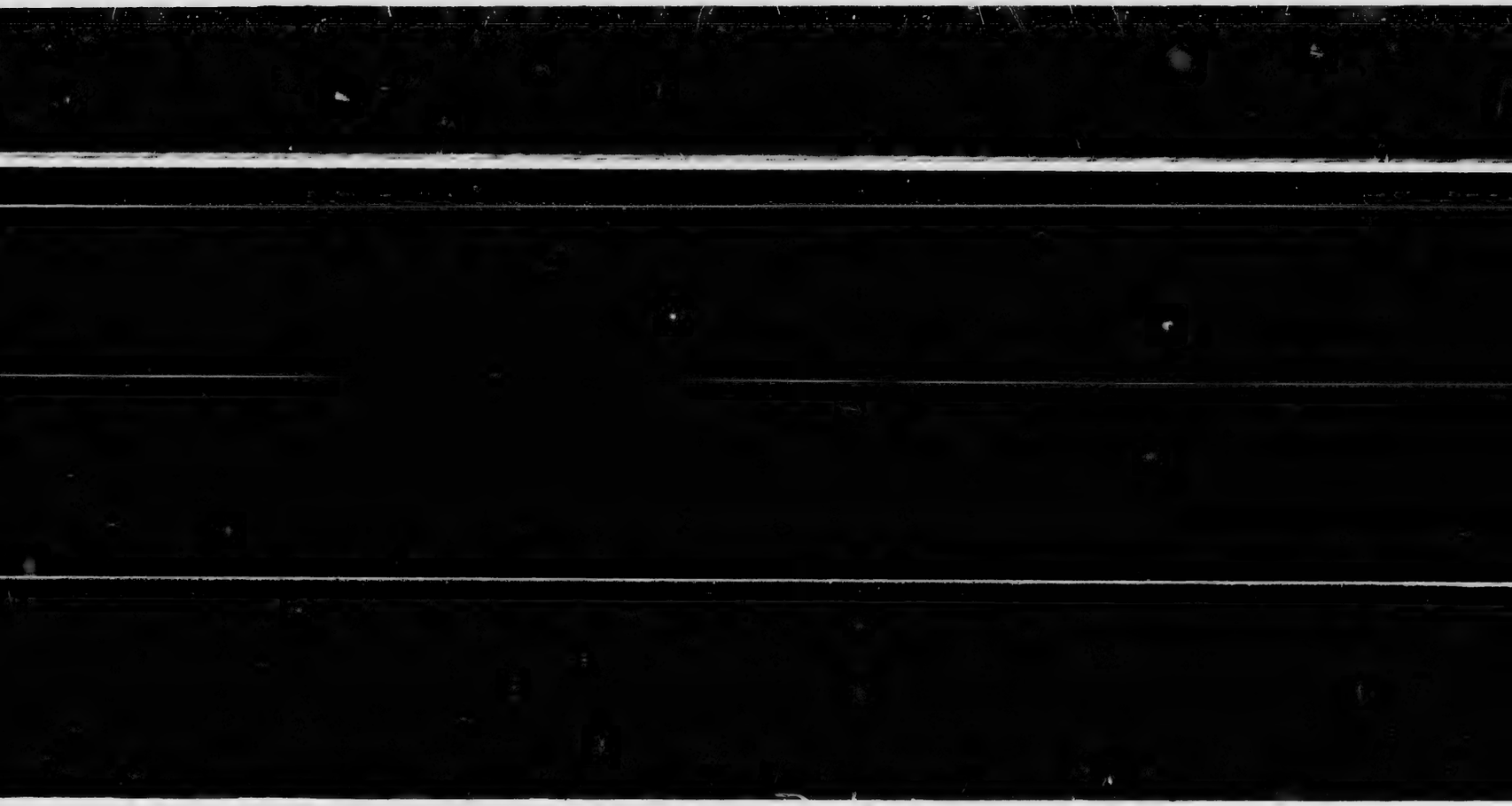
inspectors at proper places, with power to receive
and also to give certificates of the landing of car-
ates of those certificates should by them be sent to
ned by him and transmitted to the collector of the
l. They should likewise transmit to the collector
ted from the district. These compared with the
e parties have actually carried the cargoes to the
be necessary in many instances, that the inspectors
s landed: they may, in such cases as you will di-
ate from any respectable citizen. And there may
y be received by you, without the intervention of
those districts which have a great intercourse with
and where you apprehend no fraud or evasion, give
the provisions of the first section. The reduced
ction, applies solely to vessels of that description,
t to compensate the inspectors. Vessels exempt-
re, as well as packets and ferry-boats, except

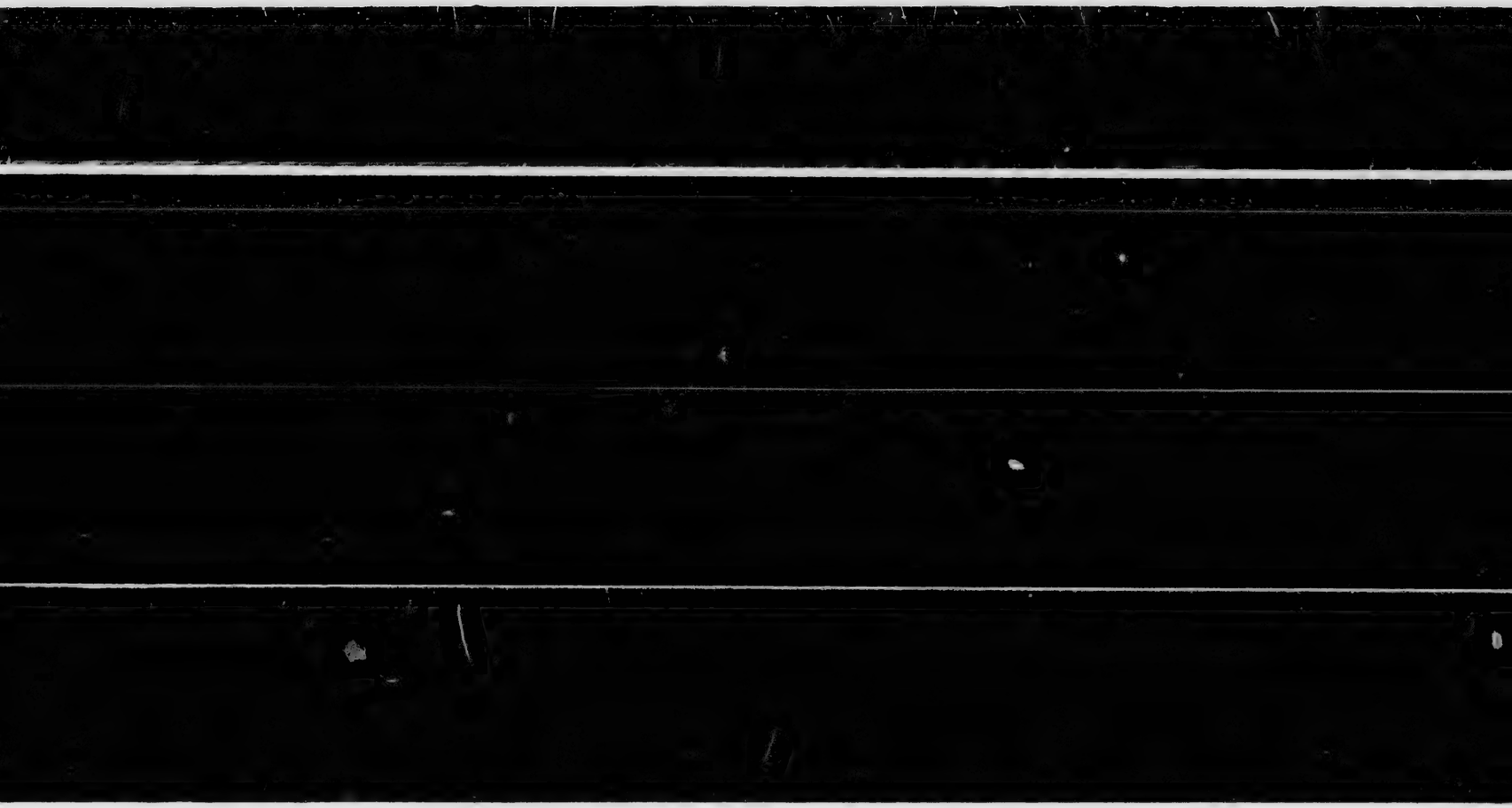
of the United States, embracing all vessels which
landing of the cargo, and fishing vessels which
The second section of the act relates to those ves-

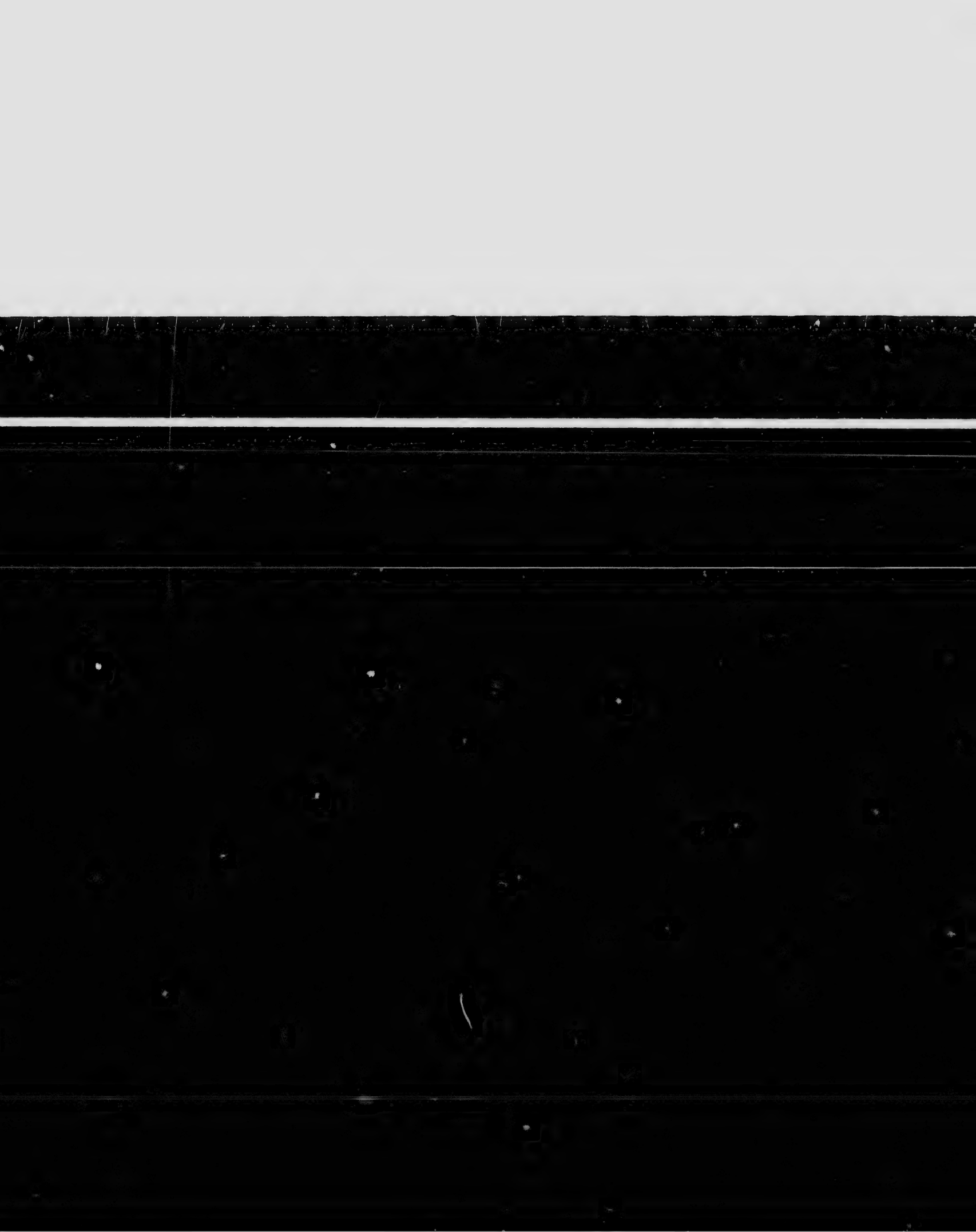
e departure, without a special permission of the
board, for any district adjacent to the territory of
ts on the lakes, with which there is no water com-
t four of that description, viz. Passamaquoddy in
Fort Stoddert and Mississippi or New-Orleans.
ound to the last mentioned port, whose destination
h such a cargo as they be actually on board on the
nd to take in addition thereto stones, bricks, and
oes not extend to any vessel which it may be pro-
the eleventh section of the act. All applications
n board vessels thus permitted to go to New-Orleans,
o send vessels with any cargo whatever to that port,
ssels to Passamaquoddy, St. Mary's or Mobile, must
it them for the President's decision, to this depart-
and such observations as you may think proper.
ce state the names of the parties, vessels and car-
les intended to be shipped.

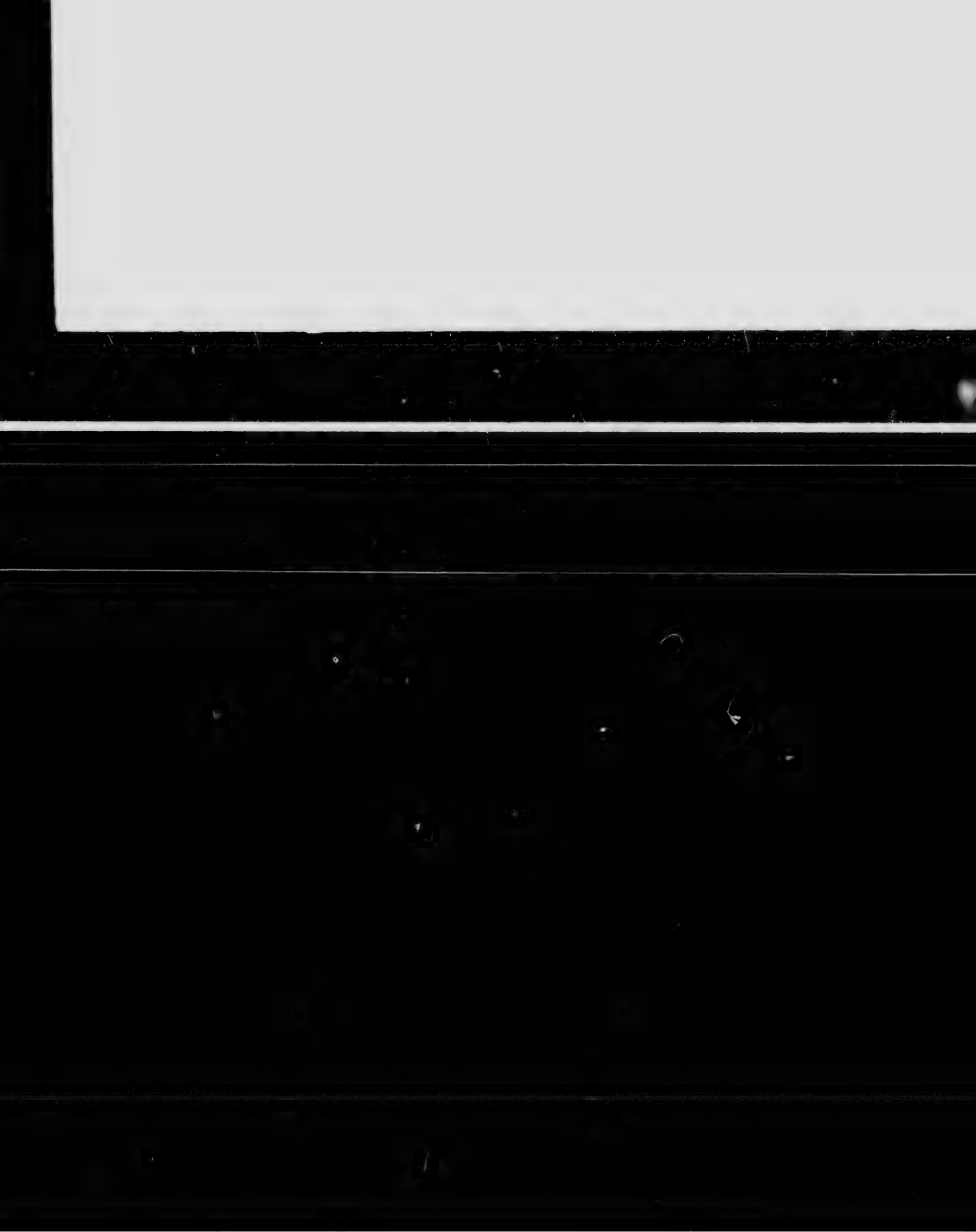
intended effectually to prevent any evasion of the
s that it will be carried into effect with facility, vi-
n, in all cases of detention under that section, will
n a general view of the subject, appears to him to

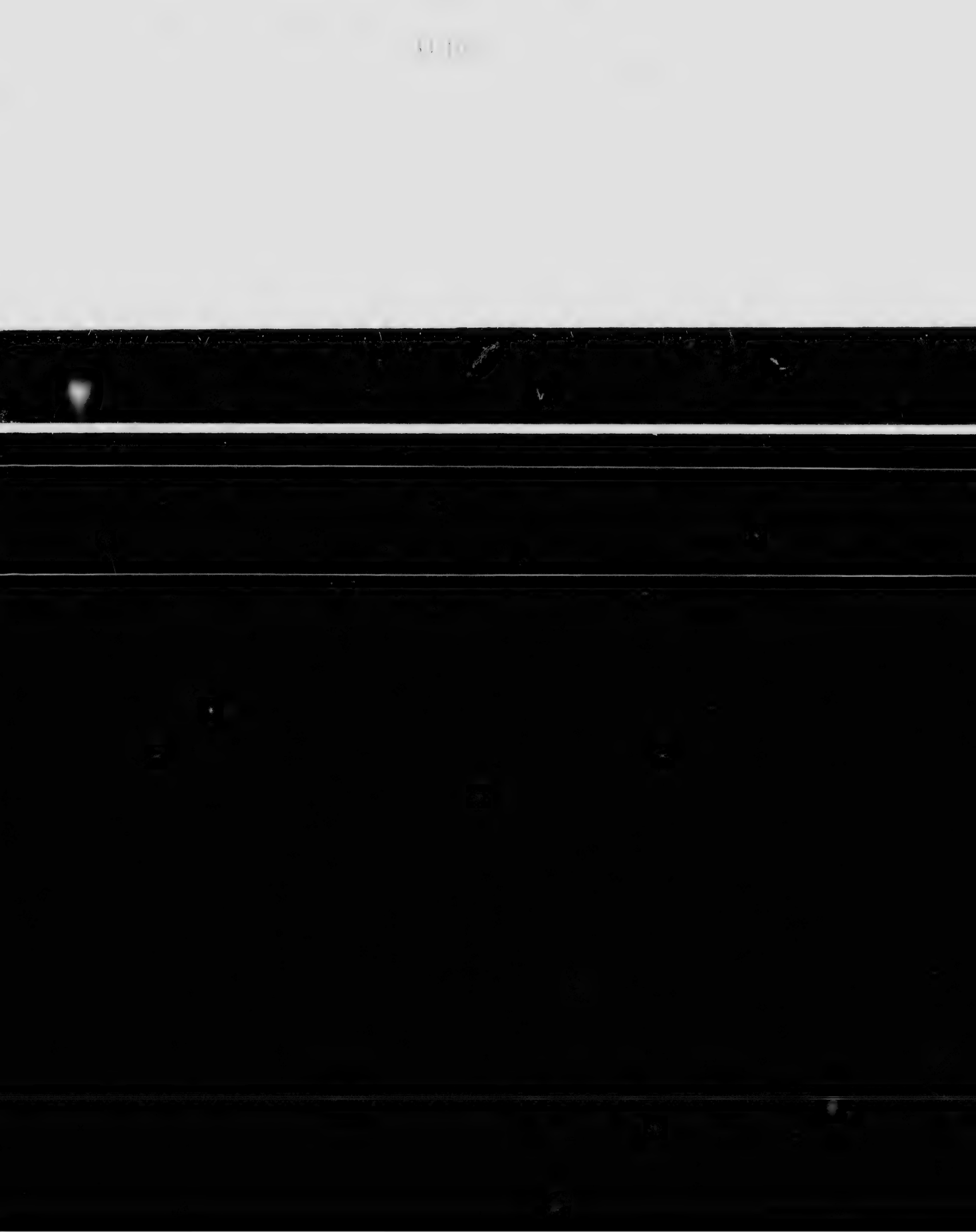
ng either from the declarations of the parties, or
ought always to be investigated before the vessel is











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2. Unusual shipments either as to the species or quantity of articles shipped, or to the ce of destination. Your practice and knowledge of the usual course of the coasting trade easily enable you to judge whether the shipments be intended for the actual consump- or demand of the ostensible port of destination. Provisions of every description, masts, ber and lumber, naval stores, and all articles consumed in the West-Indies, are particu- y suspicious. When shipments exceed the moderate quantities which may be wanted at port of destination, and are usually shipped there, or when the prices at such place do justify the voyage, there is just cause for investigation and detention.

3. Former evasions or violations of the embargo, of the non-intercourse San Domingo of the acts prohibiting the slave trade, or of the revenue laws. The owners, captains, ghters, or persons connected with former illegal acts, (amongst which may be included he shipments to Passamaquoddy or St. Mary's since the embargo took place, those from ntucket, New-Orleans, and several other places to foreign ports, with knowledge of the bargo, the sailing of vessels since *blown off* to the West-Indies, &c.) having given just se of apprehending similar conduct hereafter, shipments in which they are concerned uld be arrested until a full investigation has taken place, and the President's decision may btained.

4. Connections in business or in shipments with agents of foreign nations, or with s employed by such agents. The extraordinary shipments to particular quarters gi son to believe that they were made by such agents, or under arrangements with them; the movements of persons connected with or acting under those agents should therefore strictly watched.

It must, however, be fully understood, that it is not intended to limit the cases where ay be proper to detain vessels, to those just enumerated; but that on the contrary, it ms proper that you should detain, investigate and refer in all doubtful cases.

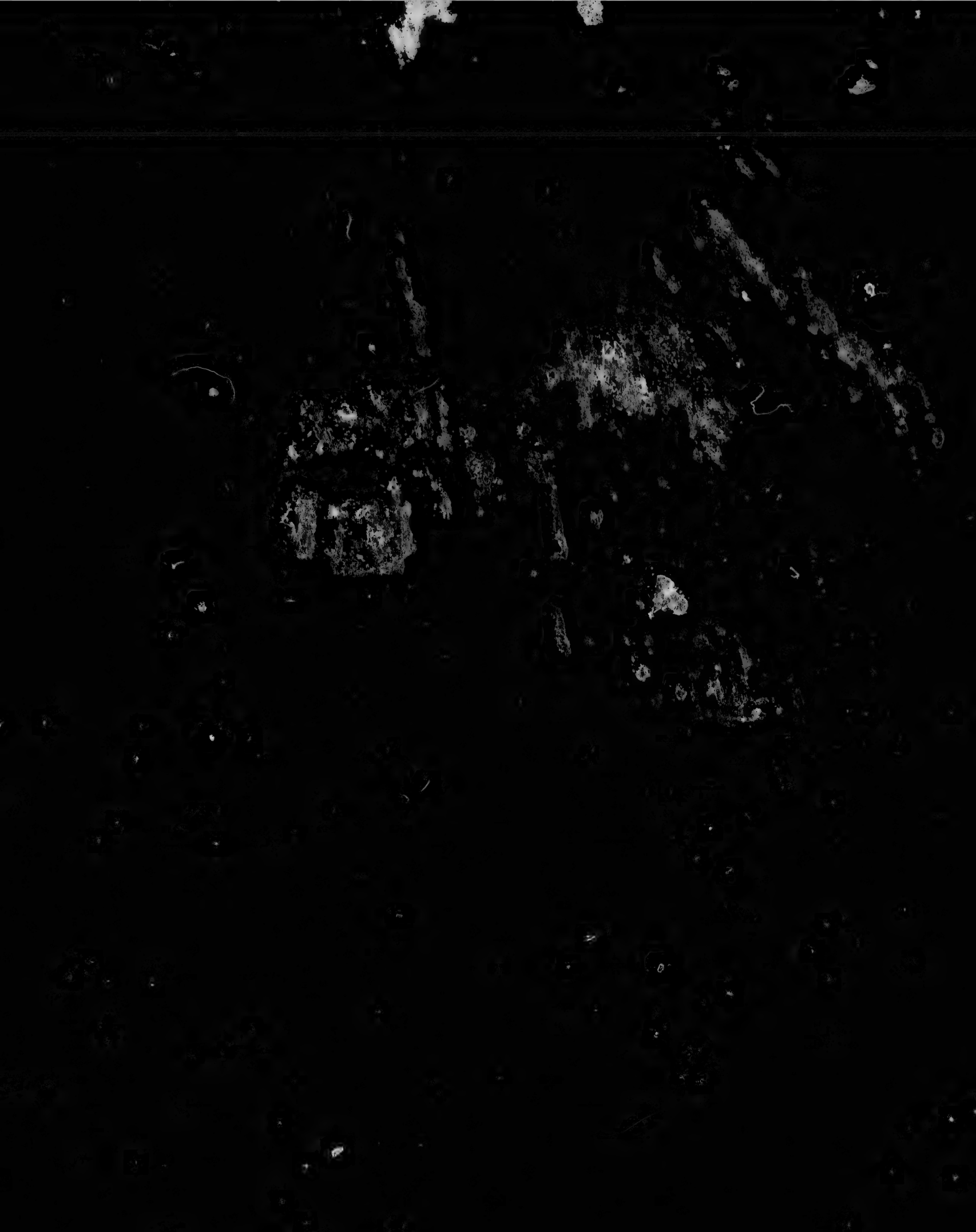
I beg leave to repeat, that no permission will hereafter be granted, to send out vessels in ast under the 7th section of the act of 12th March last.

I am, respectfully,

Your obedient servant,

e Collector of

2—C—The House of Representatives—sensible that the emoluments of office might be



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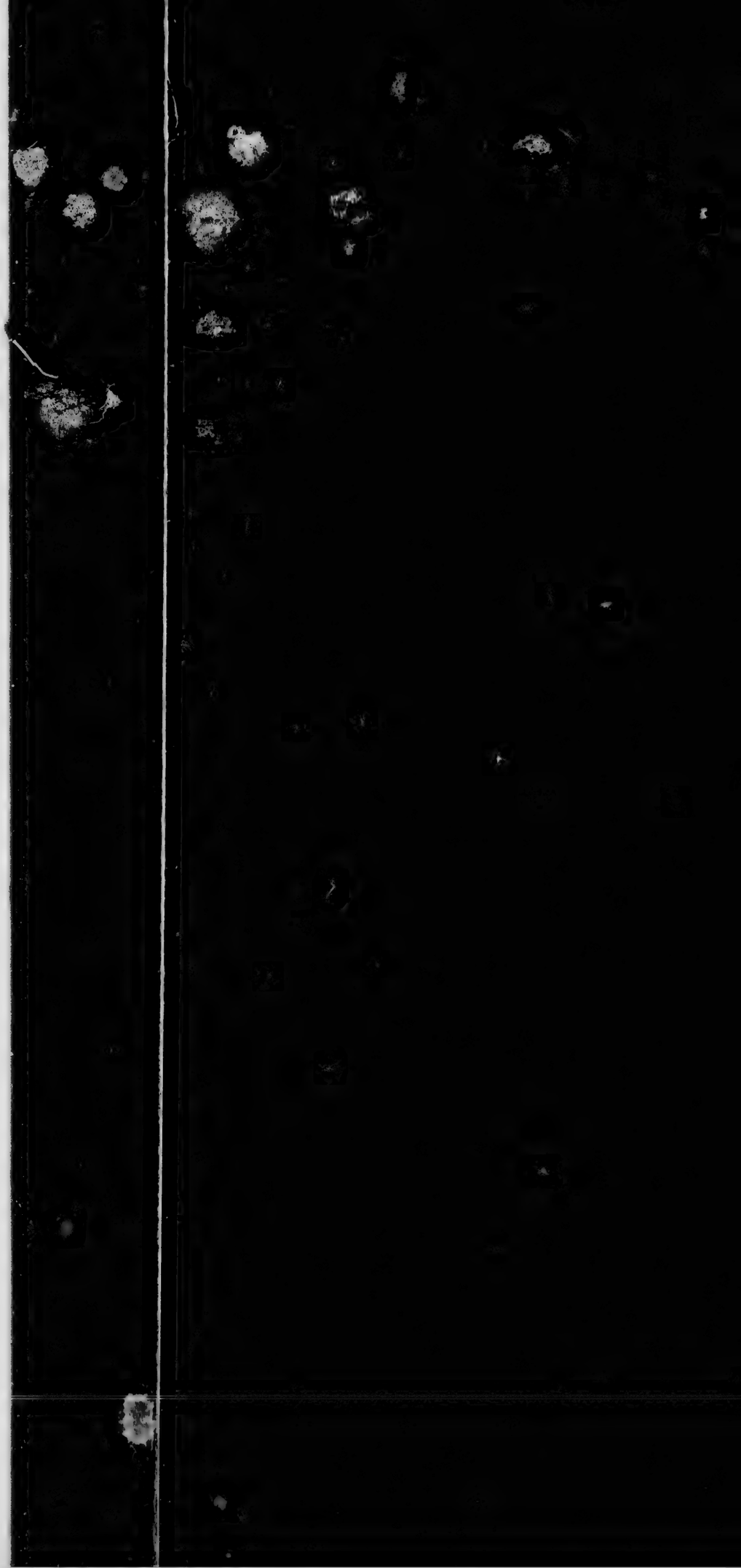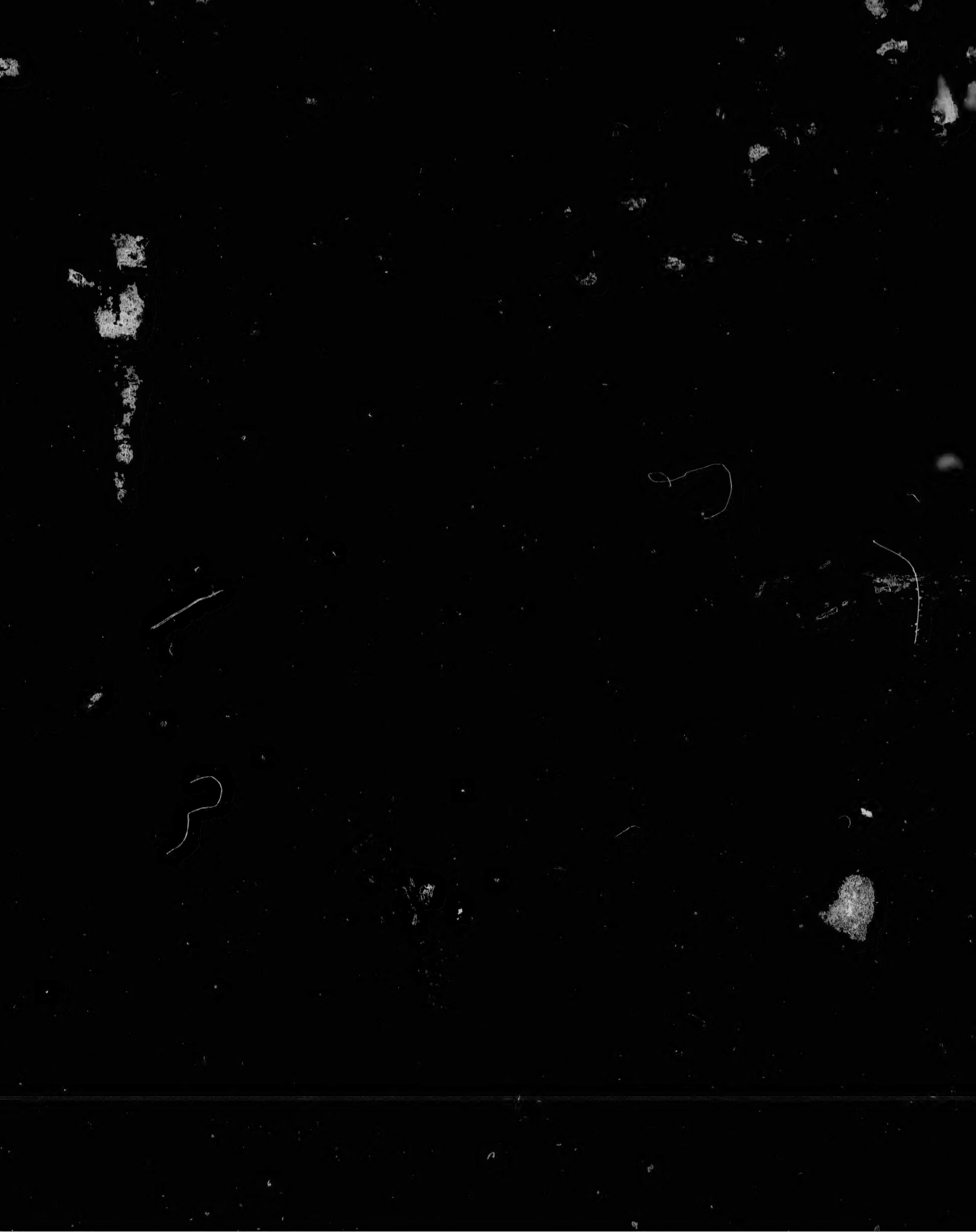
P. S. The House of Representatives, sensible that the emoluments of office might be
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a nount of em olu nents of the collectors, naval officers and surveyors for the present
, his opinion of the cases where a temporary increase may be necessary. The officers will
leased to trans nit as early as possible, the amount of the said emoluments, for the nine
ths ending on the 30th of Septemoer next.